



***George Washington Memorial Parkway
Roadway and Trail Safety Improvements
ENVIRONMENTAL ASSESSMENT***

**APPENDIX C
ACCIDENT DATA**



Table C-1: GWMP Accident Data

Node	Description	Injury Accidents			Property Damage Only Accidents			Total Accidents		
		1994 - 1996	1997 – July 2001	Total	1994 - 1996	1997 – July 2001	Total	1994 - 1996	1997 – July 2001	Total: 1994 – July 2001
2257	Diverge – NB GWMP at ramp to NB I-395 (Williams Br.)	6	5	11	33	31	64	39	36	75
2275	Merge – NB I-395 (Williams Br.) at ramp from NB GWMP	0	1	1	2	3	5	2	4	6
2263	Diverge – SB GWMP at ramp to NB I-395 (Williams Br.)	1	3	4	3	9	12	4	12	16
2276	Merge – NB I-395 (Williams Br.) at ramp from SB GWMP	4	3	7	9	8	17	13	11	24
2277	Diverge – NB I-395 (Williams Br.) at ramp to SB GWMP	0	0	0	1	1	2	1	1	2
2255	Merge – SB GWMP at ramp from NB I-395 (Williams Br.)	6	4	10	26	33	59	32	37	69
2278	Diverge – NB I-395 (Williams Br.) at ramp to NB GWMP (left exit)	0	0	0	2	3	5	2	3	5
2259/100594*	Merge – NB GWMP at ramp from NB I-395 (Williams Br.)	0	11	11	5	21	26	5	32	37
2267	Diverge – NB GWMP at ramp to SB I-395 (George Mason Br.)	2	1	3	8	9	17	10	10	20
2271	Merge – SB I-395 (George Mason Br.) at ramp from NB GWMP	1	0	1	1	2	3	2	2	4
2274	Diverge – SB I-395 (George Mason Br.) at ramp to SB GWMP	0	0	0	0	1	1	0	1	1
2269	Merge – SB GWMP at ramp from SB I-395 (George Mason Br.)	1	0	1	8	10	18	9	10	19
2265/100613	Diverge – SB GWMP at ramp to SB I-395 (George Mason Br.)	2	4	6	4	4	8	6	8	14
2273	Merge – SB I-395 (George Mason Br.) at ramp from SB GWMP	0	1	1	5	1	6	5	2	7
2272	Diverge – SB I-395 (George Mason Br.) at ramp to NB GWMP	0	1	1	2	3	5	2	4	6
2261	Merge – NB GWMP at ramp from SB I-395 (George Mason Br.)	21	26	47	129	110	239	150	136	286
2901	NB GWMP at Humpback Bridge over Boundary Channel	2	2	4	5	13	18	7	15	22
2903	SB GWMP at Humpback Bridge over Boundary Channel	3	0	3	2	8	10	5	8	13
2905/2302	GWMP to Lady Bird Johnson Parking Lot	6	2	8	14	11	25	20	13	33
2907/2304	GWMP Entrance to Columbia Island Marina	3	1	4	15	14	29	18	15	33

Source: *Traffic Safety Study*, 1998, Robert Peccia & Associates; *Park Visitor Vehicle Accidents by Location*, U.S. Park Police, CY1997- July 31, 2001; Virginia Department of Transportation, HTRIS – Accident Subsystem, 1997 – January 2002.

*Note: 17 additional accidents (7 injury accidents and 10 property damage accidents) were reported approximately 240 feet south (upstream) of this node on I-395 from 1997 – July 2001.



***George Washington Memorial Parkway
Roadway and Trail Safety Improvements
ENVIRONMENTAL ASSESSMENT***

**APPENDIX D:
HISTORIC AND CULTURAL RESOURCES**



**George Washington Memorial Parkway
Roadway and Trail Safety Improvements
ENVIRONMENTAL ASSESSMENT**

Table D-1: Historic and Cultural Resources

Site	Year Built	Location	Historic Status
George Washington Memorial Parkway	1932 (initial segment) to 1966	Arlington County, Fairfax County, City of Alexandria, Washington, DC and Maryland	National Register DC Inventory
The Pentagon	1940-42	Arlington County	National Register VA Landmarks Register
Lyndon Baines Johnson Memorial Grove	1977	Arlington County	National Register
Arlington Memorial Bridge	1932	Washington, DC and Arlington County	National Register VA Landmarks Register
Arlington National Cemetery		Arlington County	National Register Eligible
Arlington House	1803	Arlington National Cemetery	National Register VA Landmarks Register
Fort Myer Historic District	1908	Fort Myer	National Register National Historic Landmark VA Landmarks Register
Fort Myer Quarters One	1895	Fort Myer	National Register National Historic Landmark
National Airport Complex		Main Terminal, South Hangar Line	National Register
Jet Engine Test Cell		National Airport	National Register
Abingdon Research Station		National Airport	National Register Eligible
Abingdon Plantation Ruins		National Airport	National Register Eligible
East and West Potomac Parks and Tidal Basin	Est. 1882-1897	Washington, DC	National Register DC Inventory
Lincoln Memorial	1922	Washington, DC	National Register DC Inventory
Jefferson Memorial	1942	Washington, DC	National Register DC Inventory



**George Washington Memorial Parkway
Roadway and Trail Safety Improvements
ENVIRONMENTAL ASSESSMENT**

Table D-1: Historic and Cultural Resources

Site	Year Built	Location	Historic Status
L'Enfant Plan of Washington (Squares, Circles, Streets, Vistas and Other Elements)		Washington, DC	National Register DC Inventory
National Mall Historic District ¹		Washington, DC	National Register DC Inventory
Hume School	1891	Arlington Ridge	National Register VA Landmarks Register Arlington Co. Inventory
Colonial Village	1934	Ft. Myer Heights	National Register VA Landmarks Register Arlington Co. Inventory
Bureau of Engraving and Printing	1914	Washington, DC	DC Inventory
Fraser Family Cemetery		Arlington Ridge	Arlington Co. Inventory
Arlington Ridge Pool House		Arlington Ridge	Arlington Co. Inventory
Fort Scott		Arlington Ridge	Arlington Co. Inventory
Harry Gray House	1881	Arlington View	Arlington Co. Inventory
St. John's Baptist Church	1905	Arlington View	Arlington Co. Inventory
Hoffman Boston School		Arlington View	Arlington Co. Inventory
Colonial Village Shopping Center		Ft. Myer Heights	Arlington Co. Inventory
Wakefield Manor Apartments	1943	Ft. Myer Heights	Arlington Co. Inventory
Courthouse Gardens Apartments	1936	Ft. Myer Heights	Arlington Co. Inventory
Apartments	1941	Ft. Myer Heights	Arlington Co. Inventory
Lee Gardens Apartments	1941-42 1949-50	Lyon Park	Arlington Co. Inventory
Washington and Lee Gardens Apartments	1948-49	Lyon Park	Arlington Co. Inventory



**George Washington Memorial Parkway
Roadway and Trail Safety Improvements
ENVIRONMENTAL ASSESSMENT**

Table D-1: Historic and Cultural Resources

Site	Year Built	Location	Historic Status
Arlington Hardware Building	1920	Columbia Pike Commercial Area	Arlington Co. Inventory
Westmont Shopping Center	1939	Columbia Pike Commercial Area	Arlington Co. Inventory
Arlington Theater	1939	Columbia Pike Commercial Area	Arlington Co. Inventory
Ristorante Michelangelo (Old Dominion Bank)	1900	Columbia Pike Commercial Area	Arlington Co. Inventory

Source: *Final Environmental Assessment*, Washington National Airport Traffic Control Tower Site Selection and Related Terminal Improvements, October 1993; District of Columbia Inventory of Historic Sites; and Arlington County Inventory of Historic Resources and Districts.

Notes:

¹The National Mall Historic District is roughly bounded by the Capital grounds on the east, Independence Avenue on the south, 15th Street on the west and Constitution Avenue on the north. A number of buildings and sites lining the Mall are contributing elements of the historic district, including the Washington Monument Grounds, the National Botanical Gardens, the Smithsonian Arts and Industries Building, the Freer Gallery of Art, the National Gallery of Art and the Natural History Museum.



***George Washington Memorial Parkway
Roadway and Trail Safety Improvements
ENVIRONMENTAL ASSESSMENT***

**APPENDIX E:
PRELIMINARY SAFETY IMPROVEMENT ALTERNATIVES**



George Washington Memorial Parkway Roadway and Trail Safety Improvements ENVIRONMENTAL ASSESSMENT

Table E-1: Preliminary Safety Improvement Alternatives

Location	Safety Issue Addressed						Requires alternate route to GWMP/I-395
	Vehicular safety and accident potential	Vehicle speed (traffic calming)	Geometric roadway deficiencies	Peak period traffic (queuing/weaving)	Pedestrian-vehicle conflicts	Pedestrian trail deficiencies	
COLUMBIA ISLAND MARINA ENTRANCE							
Right In/Out							
Close center GWMP median (Right turn in/out of marina only)	✓		✓				✓
New Entrance							
Close center GWMP median (Right turn in/out of marina only)	✓		✓				✓
Close marina entrance to GWMP – construct new bridge from Boundary Channel Drive	✓		✓				✓
Signalize Entrance							
Signalize marina entrance and implement traffic calming/ITS measures	✓	✓					
No Action							
Status quo – left & right turns in/out on GWMP							
PEDESTRIAN CROSSING OF THE GWMP							
Modify Existing Crosswalk							
Existing crossing options: 1. Signalize pedestrian crosswalk (north of marina) Implement traffic calming/ITS measures for crosswalk		✓			✓		
2. Construct pedestrian underpass at general location of crosswalk and close Navy-Marine Memorial/Lady Bird Johnson Park parking lot.	✓				✓		
3. Construct pedestrian overpass at general location of crosswalk and close Navy-Marine Memorial/Lady Bird Johnson Park parking lot.	✓				✓		
Relocate Crossing							
New crossing options: 1. Construct pedestrian underpass north of the Humpback Bridge (eliminate existing at-grade crosswalk) Close Navy-Marine Memorial/Lady Bird Johnson Park parking lot.	✓				✓		
2. Construct pedestrian underpass north and south of the Humpback Bridge (eliminate existing at-grade crosswalk) Construct pedestrian trail connection from south underpass, around south edge of Boundary Channel lagoon, to Pentagon river terrace. Close Navy-Marine Memorial/Lady Bird Johnson Park parking lot.	✓				✓		
3. Construct pedestrian overpass north of the Humpback Bridge (eliminate existing at-grade crosswalk) Close Navy-Marine Memorial/Lady Bird Johnson Park parking lot.	✓				✓		
No Action							
Retain existing crosswalk with no modification.							



George Washington Memorial Parkway Roadway and Trail Safety Improvements ENVIRONMENTAL ASSESSMENT

Table E-1: Preliminary Safety Improvement Alternatives

Location	Safety Issue Addressed						Requires alternate route to GWMP/I-395
	Vehicular safety and accident potential	Vehicle speed (traffic calming)	Geometric roadway deficiencies	Peak period traffic (queuing/weaving)	Pedestrian-vehicle conflicts	Pedestrian trail deficiencies	
SOUTHBOUND I-395 RAMP TO NORTHBOUND GWMP and HUMPBACK BRIDGE							
Realign Ramp							
Realign existing ramp approx. 200 feet to the south and provide acceleration lane to the Humpback Bridge. Retain two northbound lanes across the Humpback Bridge.	✓	✓			✓		
Adjust vertical profile of the bridge.	✓		✓				
Mt. Vernon Trail options: 1. Widen the Mt. Vernon Trail across the Humpback Bridge and install barrier between trail and vehicular traffic.					✓	✓	
2. Construct separate Mt. Vernon Trail bridge over Boundary Channel.					✓	✓	
Widen Bridge							
Widen the Humpback Bridge to include a northbound acceleration lane in addition to the two northbound and two southbound travel lanes.	✓		✓	✓			
Adjust vertical profile of the bridge.	✓		✓				
Mt. Vernon Trail options: 1. Widen the Mt. Vernon Trail across the Humpback Bridge and install barrier between trail and vehicular traffic.					✓	✓	
2. Construct separate Mt. Vernon Trail bridge over Boundary Channel.					✓	✓	
Construct Second, Parallel Bridge							
Construct a second bridge across the Boundary Channel inlet parallel to the Humpback Bridge to carry two southbound GWMP travel lanes. Modify the Humpback Bridge to include a northbound acceleration lane and two northbound travel lanes.	✓		✓	✓			
Adjust vertical profile of the bridge.	✓		✓				
Mt. Vernon Trail options: 1. Widen the Mt. Vernon Trail across the Humpback Bridge and install barrier between trail and vehicular traffic.					✓	✓	
2. Construct separate Mt. Vernon Trail bridge over Boundary Channel.					✓	✓	
Replace Bridge							
Replace the existing bridge to include a northbound acceleration lane in addition to the two northbound and two southbound travel lanes and adjusting the vertical profile.	✓		✓	✓			
Mt. Vernon Trail options: 1. Widen the Mt. Vernon Trail across the Humpback Bridge and install barrier between trail and vehicular traffic.					✓	✓	
2. Construct separate Mt. Vernon Trail bridge over Boundary Channel.					✓	✓	



George Washington Memorial Parkway Roadway and Trail Safety Improvements ENVIRONMENTAL ASSESSMENT

Table E-1: Preliminary Safety Improvement Alternatives

Location	Safety Issue Addressed						Requires alternate route to GWMP/I-395
	Vehicular safety and accident potential	Vehicle speed (traffic calming)	Geometric roadway deficiencies	Peak period traffic (queuing/weaving)	Pedestrian-vehicle conflicts	Pedestrian trail deficiencies	
SOUTHBOUND I-395 RAMP TO NORTHBOUND GWMP and HUMPBACK BRIDGE							
No Build with Pedestrian Modifications							
2 lanes northbound & southbound with existing vertical alignment, plus traffic calming measures on ramp.		✓					
Widen Mt. Vernon Trail, add barrier on Humpback Bridge without modifying bridge by reducing vehicular travel lane widths.		✓			✓	✓	
No Action							
2 lanes northbound & southbound with existing vertical alignment, plus traffic calming measures on ramp.		✓					
No modifications to the Mt. Vernon Trail.		✓			✓	✓	
SOUTHBOUND GWMP RAMP TO SOUTHBOUND I-395							
Eliminate Ramp							
Close the southbound GWMP ramp to southbound I-395	✓		✓	✓			✓
Lengthen Deceleration Lane on the Ramp							
Lengthen the deceleration lane for southbound GWMP/I-395 ramp	✓		✓				
No Action							
Keep ramp open, plus traffic calming measures on ramp		✓					
NORTHBOUND I-395 RAMP TO NORTHBOUND GWMP							
Eliminate Ramp							
Close the northbound I-395 ramp to northbound GWMP	✓		✓	✓			✓
Lengthen Deceleration Lane on the Ramp							
Lengthen the deceleration lane for the northbound I-395/GWMP ramp	✓		✓				
No Action							
Keep ramp open, plus traffic calming measures on ramp		✓					
SOUTHBOUND GWMP ACCESS TO NORTHBOUND I-395/ROCHAMBEAU BRIDGE							
New Ramp							
Construct new ramp from southbound GWMP to northbound I-395/Rochambeau Bridge	✓		✓	✓			
No Action							
Status quo – no new ramp							



George Washington Memorial Parkway Roadway and Trail Safety Improvements ENVIRONMENTAL ASSESSMENT

Table E-1: Preliminary Safety Improvement Alternatives

Location	Safety Issue Addressed						Requires alternate route to GWMP/I-395
	Vehicular safety and accident potential	Vehicle speed (traffic calming)	Geometric roadway deficiencies	Peak period traffic (queuing/weaving)	Pedestrian-vehicle conflicts	Pedestrian trail deficiencies	
NORTHBOUND GWMP ACCESS TO NORTHBOUND I-395/ROCHAMBEAU BRIDGE							
New Ramp							
Construct new ramp from northbound GWMP to northbound I-395/Rochambeau Bridge (and close ramp from northbound I-395 to northbound GWMP)	✓		✓	✓			✓
No Action							
Status quo – no new ramp(s)							



***George Washington Memorial Parkway
Roadway and Trail Safety Improvements
ENVIRONMENTAL ASSESSMENT***

**APPENDIX F:
DOCUMENTATION OF PUBLIC INVOLVEMENT**



George Washington Memorial Parkway Roadway and Trail Safety Improvements ENVIRONMENTAL ASSESSMENT

Table F-1: Comments Received After the June, 2001 Public Meetings

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Ellen A. Armbruster (Arlington Resident)	Y	Y			Y	Y		Y		Y						
Harriet Wood Bowden (Arlington Resident)							Y									
John J. Corley, Jr. (National Potomac Yacht Club)	Y	N				Y		Y				Y	Y		Y	
Marc A. Ferrara (WABA)						Y					Y					
Joy Hecht (Arlington Resident and Chair, Arlington County Environment & Energy Conservation Commission; Member, Arlington County Bike Advisory Committee; Member, Arlington Boathouse Task Force)		Y				Y										N
H. Jeyel (Columbia Island Marina Slipholder)	N	N	Y	Y		Y								Y		
Frank J. Poli (Charles E. Smith)																N
Janis Schaffer (Alexandria Resident)									Y							
Neal Sigmon (Arlington Resident)					Y	Y										
Timothy J. Troha (Alexandria Resident)					Y	Y					Y					
Totals	2Y/ 1N	2Y/ 2N	1Y	1Y	3Y	7Y	1Y	2Y	1Y	1Y	2Y	1Y	1Y	1Y	1Y	2N

Key

Columbia Island Marina Entrance

A: Limit marina traffic to right in/right out.

B: Close off GWMP access to the marina and build a new entrance bridge via Boundary Channel Drive.

C: Signalize marina entrance.

Humpback Bridge

D: Add separate pedestrian bridge over Boundary Channel.

E: Widen MVT over bridge and install a barrier.

F: Construct pedestrian underpasses on north and south sides of bridge, eliminating the existing at-grade crosswalk and providing access to Arlington County trails.

G: Add pedestrian/bike bridge to connect marina with the MVT.

H: Remove Navy-Marine Memorial parking lot.

I: Enforce parking regulations at the Navy-Marine Memorial parking lot.

J: Modify trail route around Memorial to improve safety.

K: Widen MVT to design standards (off bridge).

L Adjust the vertical profile of the bridge to increase sight distance.

M: Add an acceleration lane for the Southbound I-395 to Northbound GWMP ramp.

N: Raise the height/clearance of the Humpback Bridge for boats.

GWMP/I-395 Ramps

O: Improve acceleration/deceleration lanes.

P: Close ramps (Southbound GWMP to Southbound I-395 and Northbound I-395 to Northbound GWMP).



***George Washington Memorial Parkway
Roadway and Trail Safety Improvements
ENVIRONMENTAL ASSESSMENT***

**APPENDIX G:
DOCUMENTATION OF AGENCY CONSULTATION**



George Washington Memorial Parkway Roadway and Trail Safety Improvements ENVIRONMENTAL ASSESSMENT

The following information is contained in this appendix:

- Example of the FHWA letter to applicable government agencies and organizations inviting them to consult on the project.
- Agency responses received in reply to the invitation to consult on the project.

June 7, 2001

Mr. Mark Kellogg
Planning Division Chief
Arlington County, Department of Public Works
No. 1 Courthouse Plaza
2100 Clarendon Blvd.
Suite 717
Arlington, VA 22201

Dear Mr. Kellogg:

In cooperation with the George Washington Memorial Parkway (GWMP) Unit of the National Park Service (NPS), the Federal Highway Administration (FHWA), Eastern Federal Lands Highway Division (EFLHD) has initiated planning and engineering studies to investigate the need for traffic safety improvements and other modifications to the GWMP in the vicinity of Interstate 395 and the 14th Street Bridge. The portion of the Parkway under investigation is located in Virginia and the District of Columbia. It is owned by the Federal government and operated by the NPS.

Initial efforts to document existing roadway, traffic, structural and environmental conditions within the Study Area are currently underway. The Study Area generally encompasses the GWMP between the VA Route 27 overpass and the I-395/Williams Bridge interchange (see attached map). The Columbia Island Marina and LBJ Memorial Grove are also included in the Study Area. Using the existing conditions information as a baseline, roadway and bicycle/pedestrian trail improvements will be developed to more safely and efficiently accommodate motorists, bicyclists and pedestrians using that segment of the GWMP. National Environmental Policy Act (NEPA) documentation will also be prepared to evaluate the proposed improvement alternatives.

A Public Involvement Meeting to discuss the study is scheduled for Tuesday, June 19, 2001 from 4:00 PM to 7:00 PM. The meeting will be held at the Aurora Hills Recreation Center, 735 18TH Street South, Arlington, VA 22202. A second public meeting is scheduled for Wednesday, June 20, 2001 from 4:00 PM to 7:00 PM at the National Park Service National Capital Region Headquarters, 1100 Ohio Drive, SW, Washington, DC 20242. Representatives of the FHWA and the NPS will be available at the meetings to informally discuss the study and proposed safety improvements. No formal presentation will be made.

Safety concerns on the GWMP include high traffic volumes, excessive vehicle speeds, vehicle conflicts that occur at merge areas on high-speed on-ramps, and conflicts between vehicles and the many pedestrians and bicyclists that use the Parkway for recreational and commuting purposes. A number of prior studies, most recently the 1998 Virginia Department of Transportation *14th Street Bridge Corridor Improvement Feasibility Study*, have documented the safety concerns within the Study Area. Areas of particular concern, as documented in previous studies, include:

- Southbound I-395/George Mason Bridge ramp to northbound GWMP.
- Intersection of the GWMP and the Columbia Island Marina/Navy-Marine Corps Memorial entrance.
- Northbound I-395/Rochambeau Bridge ramp to northbound GWMP.
- Southbound GWMP access to northbound I-395 (Williams/Rochambeau Bridges).
- Southbound GWMP ramp to southbound I-395.

Potential safety improvements to be evaluated will include recommendations identified in previous studies as well as improvements identified as part of the current investigations. Previously identified safety improvements include:

- Closing the ramp from northbound I-395/Williams Bridge to northbound GWMP.
- Constructing an acceleration lane for the ramp from southbound I-395/Mason Bridge to northbound GWMP.
- Widening of the Boundary Channel Bridge (also known as Humpback Bridge) to better accommodate pedestrian circulation.
- Closing the ramp from southbound GWMP to southbound I-395.
- Constructing a new ramp from southbound GWMP to northbound I-395/Rochambeau Bridge.
- Eliminating the parking lot at the Navy-Marine Corps Memorial (across from the Columbia Island marina entrance) and provide an alternate means of pedestrian access from the memorial to the marina parking area.
- Limiting turning movements at the Columbia Island marina entrance to right in/right out only.
- Relocating the Columbia Island marina entrance from the GWMP to an alternative location accessed via Boundary Channel Drive.

The FHWA and the NPS would appreciate written comments from your organization regarding the planned safety improvements for the GWMP. These comments may include a request for coordination, consultation or review of the NEPA document. Please direct written comments to:

Mr. Alan Teikari
Planning and Coordination Engineer
Federal Highway Administration
Eastern Federal Lands Highway Division
21400 Ridgetop Circle
Sterling, VA 20166-6511
FAX (703) 404-6217

Parsons Brinckerhoff Quade and Douglas, Inc. have been retained by the FHWA to undertake the engineering and environmental investigations. General questions concerning this study or the public meeting should be directed to me at (703) 742-5873.

Thank you for your cooperation and involvement in this project.

Sincerely yours,

On behalf of the FHWA and NPS

Christine Hoeffner
Lead Planner

Enclosure

6/19/01 010617 PC S JV 7 JV17



R. S. KEM
DIRECTOR

ARLINGTON COUNTY, VIRGINIA
DEPARTMENT OF PUBLIC WORKS
#1 COURTHOUSE PLAZA, SUITE 717
2100 CLARENDON BOULEVARD
ARLINGTON, VIRGINIA 22201



ADJACENT TO
COURT HOUSE
METRO STATION

June 12, 2001

Mr. Alan Teikari
Planning and Coordination Engineer
Federal Highway Administration
Eastern Federal Lands Highway Division
21400 Ridgetop Circle
Sterling, VA 20166-6511

Dear Mr. Teikari,

In response to your letter of June 7, 2001, from Ms. Hoeffner, on behalf of Arlington County, I request that Arlington be consulted and coordinated with at each appropriate stage of GWMP safety study at I-395, and that Arlington have the opportunity to review the NEPA document.

Ms. Hoeffner told me of the June public meeting when she and federal officials came to Arlington on June 1, 2001, to brief interested Arlington staff. I have expressed concern about the two proposed ramp closures, and have provided a copy of correspondence during the process leading to the 1998 study.

Once a draft environmental document is made available, as part of the process to obtain public comment, it is likely that Arlington County will provide additional comment.

Sincerely,

Mark Kellogg
Division Chief of Planning

C: Christine Hoeffner, PBQ&D
Al Loftin, NPS
Ken Laden, DCDPW
Emily Baker, Alexandria City Engineer
John G. Milliken, Venable, Baetjer and Howard, LLP



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
ARLINGTON NATIONAL CEMETERY
ARLINGTON VA 22211-5003
June 15, 2001



Office of the Superintendent

Ms. Christine Hoeffner
Spring Park Technology Center
465 Spring Park Place
Herndon, VA 20170-5248

Dear Ms. Hoeffner:

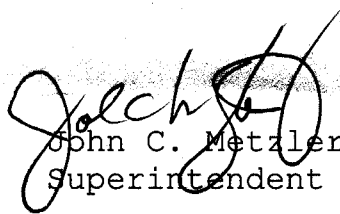
This is in reply to your correspondence of June 7, 2001, regarding the George Washington Memorial Parkway, traffic improvement study, for the intersection of 395 and the 14th Street Bridge.

I have reviewed this plan with the Park Superintendent of the George Washington Parkway, and at this time find no adverse effect on Arlington National Cemetery.

I would appreciate being included in any future reviews of this traffic pattern in an around Arlington National Cemetery.

Thank you for your consideration in this matter.

Sincerely,



John C. Metzler, Jr.
Superintendent



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

CHARLES D. NOTTINGHAM
COMMISSIONER

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

THOMAS F. FARLEY
DISTRICT ADMINISTRATOR

June 29, 2001

Ms. Christine Hoeffner
Lead Planner
Parsons Brinckerhoff
465 Spring Park Place
Herndon, VA 20170-5248

Re: 14th Street Bridge Corridor Project
Development of Written Comments

Dear Ms. Hoeffner,

Thank you for your letter dated June 7, 2001 providing the Department with an opportunity to review and comment on the proposed traffic safety improvements within the 14th Street Bridge corridor area. We are currently coordinating a response with other affected technical areas within VDOT and will forward a copy of the response document to Mr. Alan Teikari at the Federal Highway Administration - Eastern Federal Lands Highway Division.

If you require any additional information please contact me at 703-383-2194.

Cordially,

A handwritten signature in black ink, appearing to read "Dusty Holcombe".

Dusty Holcombe

Cc: Mr. Thomas Farley
Mr. Steven E. Welch, P.E., VDOT
Ms. Susan N. Shaw, P.E., VDOT
Ms. Joanne Sorenson, VDOT

U.S. Department
of Transportation

United States
Coast Guard



Commander
U.S. Coast Guard Activities

2401 Hawkins Point Road
Baltimore, MD 21226-1791
Staff Symbol: C-5
Phone: (410) 576-2676
Fax: (410) 576-2553

16590
July 17, 2001

Ms. Christine Hoeffner
Lead Planner
Parsons Brinkerhoff Quade and Douglas, Inc.
Spring Park Technology Center
465 Spring Park Place
Herndon, Virginia 20170-5248

Dear Ms. Hoeffner,

This letter is in response to your request for comments on behalf of the of June 7, 2001 regarding a planning and engineering study for modifications and improvements to the George Washington Memorial Parkway (GWMP) in the vicinity of the Potomac River.

Our Fifth Coast Guard District Bridge Administration Section (Aowb) is the best office to provide the information and coordination requested. Therefore I have forwarded the request to The Chief of the Bridge Section is Ms. Ann Deaton. She can be contacted using the following information:

Commander (Aowb)
Coast Guard Fifth District
431 Crawford Street
Portsmouth, VA 23704-5004
Attn: Ms. Ann Deaton

Email: Adeaton@lantd5.uscg.mil
Phone: (757) 398-6222
Fax: (757) 398-6603

If you have any questions please call me at (410) 576-2676.

Sincerely,

C. A. ROSKAM II
Lieutenant, U. S. Coast Guard
Supervisor of Port Safety, Security
and Waterways Management
By direction of the Captain of the Port



Copy: Commander, Fifth Coast Guard District (Aowb); Attn: Ms. Ann Deaton
Ms. Christine Hoeffner, Parsons Brinckerhoff